

# Connections

April 2011



## Five Year Direction Changes Mowing Focus

by Linda Wilson

April showers may bring May flowers, but it also makes the grass grow. MoDOT's statewide maintenance crews will be busy working this April spraying herbicides and May mowing all major roads before the first major summer holiday, Memorial Day. Mowing policy changes are one of the last of five major areas of Practical Operations.

MoDOT's Five Year Direction focuses on improving major and minor roads and bridges, keeping our commitments and maintaining high customer satisfaction. With decreased funding levels, MoDOT is internally looking for ways to be more efficient with existing resources to achieve these goals. MoDOT's mowing operations are a major part of its operations expenditures. MoDOT's revised mowing policy will improve the consistency of mowing

practices statewide, reduce but maximize its fleet and maintain mowing of roadsides closest to the edge of pavement for safety and sight distance. All internal efficiencies will redirect additional funding to improve pavement and bridge conditions.

"Mowing is one of our big expenditure areas for operations funds," said State Maintenance Engineer Jim Carney. "Efficiencies in mowing will leave more funds available to maintain our pavement conditions while a consistent statewide approach will be the key to success with the public."

The major changes in the mowing policy include a focus on mowing every major road prior to the three major summer holidays - Memorial Day, July Fourth and Labor Day. Crews will mow the first 15



feet from the edge of the pavement and medians that are less than 60 feet wide.

"Traffic volumes are at their peak over the three major summer holidays.

The department's goal is to spread out the mowing cycles evenly and satisfy our customers with effective roadside maintenance," said Carney. "Mowing before each major summer holiday does both."

*continued on page 3*



## Spokesperson Gives New Face to Work Zone Safety

by Melissa Black

A new face and voice for work zone safety will be taking the messages statewide this year - even though this individual has been a part of Kansas City work zones for a couple of years now. Standing at an impressive eleven feet tall and made from recycled orange and white barrels is our new statewide spokesperson - Barrel Bob.

"Barrel Bob has been immensely popular in Kansas City and has really helped area motorists to pay attention and slow down in work zones," says Don Hillis, director

of System Management. "We thought he could help us educate the rest of the state in a positive way and take our current theme of 'Don't Barrel Through Work Zones' even further."

Motorists around the state will begin hearing Barrel Bob's safety messages on the radio during Work Zone Awareness Week April 4-8. Throughout the summer motorists will be reminded of the need to drive safely in work zones around the state with other radio and internet banner ads, as well as safety advertisements

on fuel pump tops at various gas stations and messages on the department's changeable message boards.

"Work zone safety is a theme we continue to educate both our employees and the public

about every year, and yet we continue to have deaths and injuries," Hillis says. "We have to be careful out there and we need to remind motorists to drive safely so we can all make it home to our families each night."

In 2010, 15 people were killed in Missouri work zones, an increase from 2009 when 13 people were killed. There were 1,033 people injured in 2010 in Missouri work zones, compared to 676 in 2009. This is an increase of 52.8 percent. Between 2006 and 2010, 64 people were killed and 4,294 people were injured in Missouri work zones. Since 2000, 15 MoDOT employees have been killed in the line of duty.

The top five contributing circumstances for work zone crashes in 2010 were following too closely, inattention, improper lane usage/change, too fast for conditions and failure to yield. In 2010, of the 819 traffic

*continued on page 2*

## Dave Nichols Named MoDOT Chief Engineer

Dave Nichols was named chief engineer of MoDOT on March 4.

Nichols has served as MoDOT's director of program delivery since 2000. He has been with MoDOT

since 1984. During his 27-year career with MoDOT, Nichols has served in a variety of leadership roles including district engineer for the department's Northwest District, headquartered in St. Joseph. He has also worked in MoDOT's Kansas City district.

"Dave is the kind of leader we need in these challenging times," said Director Kevin Keith. "He has earned the respect of MoDOT employees and our public

*continued on page 3*



### Inside

5



#### Diving In

Central Office employees take the plunge for charity

7



#### The Heat is On

D2 repairs steel with a new heat-straightening process

10



#### Online Meeting

D5 gathers input for Hurricane Deck Bridge plans

11

#### Earning Recognition

Springfield CVB honors D8

14



#### Keeping Crews Safe

D10 gears up for work zone awareness



# Quite Frankly

This is the time of year we kick our maintenance and construction work into high gear. While we won't have as much work going



on as in years past, there will still be plenty of work zones out there for folks to encounter. So, there are a couple of things I want you to keep in mind.

For most Missourians, work zones are their first connection with MoDOT and often how they form their opinion of us. Sitting in backed up traffic may leave a lasting impression, but not a good one. That's why it's important that we manage our work zones so they are safe, look good and move traffic as quickly as possible.

More often than I care to, I get reports about motorists coming up on traffic backed up by one of our work zones with no warning, and that's not okay. We may have done everything by the work zone handbook, but sometimes we have to do more to ensure our customers arrive home safely.

The same goes for you. I want each and every one of you who work in or around work zones to go home safe and sound every night. It's easy to get complacent when the job becomes routine, but you can't let your guard down. Treat work zones with respect and do the right thing and you'll do just fine.

Last year, 13 people were killed in work zones. That's 13 too many. Let's pull together and make our work zones top notch so we get the work done quickly and everyone makes it home safely.

## Safe & Sound

by Bob Brendel

In the next few months, the Safe & Sound Bridge Improvement Program will hit the halfway mark. By the end of the year, there could be just over 100 bridges projects left to complete.

The surge in bridge construction activity will make 2011 the busiest year for Safe & Sound bridge work. KTU Constructors, MoDOT's design-build contractor, plans to build nearly 300 bridges this season. Additionally, MoDOT will manage more than 50 rehabilitation projects through its normal letting processes.

"KTU built 152 new bridges last year to bring our total completed to 330," said MoDOT Project Director Ken Warbritton. "But they also completed the design process for the remainder of their bridges. Now, as long as their precast production can keep up, they can get a lot of new bridges built quickly."

This year, KTU will be working in all 10 districts, beginning projects in Districts 3, 8 and 9 for the first time. They've also moved some of their regional offices to better monitor this year's work. KTU's Northwest office has moved from Bethany to St. Joseph;

the Southwest from Sedalia to Bolivar and the Northeast from Chillicothe to Kirksville and Columbia.

There's no secret as to how KTU will build twice as many bridges in 2011 as in '10. Quite simply, they started earlier and will get up to speed faster. Last year, five KTU bridges were under construction on April 1. This year, close to 60 will be underway and several will have already been completed. Last year, it took until October to reach the 50-level for work in progress. This year, KTU topped that in March and will build to a peak of 74 bridges under construction in June. The 2010 peak month for bridges completed came at the end of the season when 35 bridges reopened in November. This year, KTU will eclipse 35 in April and stay above that level through the summer when they will peak with nearly 45 completed in August.

Again, nearly all of these bridges will be closed to facilitate cheaper and faster construction. To stay on top of construction schedules and closures, visit MoDOT's online Safe & Sound map at <http://safeandsoundmap.modot.mo.gov/flex/SafeAndSound.html>.

## Barrel Bob

continued from page 1

fatalities, 632 were vehicle occupant fatalities and 68.2 percent of them were not wearing a seat belt.

Road and bridge construction will continue on a number of economic stimulus projects, as well as the Better Roads, Brighter Future program that is improving 5,600 miles of roadway by the end of 2011. More than 300 bridges are scheduled for construction this year

under MoDOT's Safe & Sound Bridge Improvement Program, a statewide effort to repair or replace more than 800 of Missouri's worst bridges by the end of 2013. Almost all of the bridges will be closed to speed construction and control costs. Drivers should consult the Safe & Sound interactive map for construction schedules, detour routes and other project details.

## Video Camera + Sign Trailer = New Work Zone Solution

by Sandra Hentges

Everywhere you turn, someone is taking video: smart phones, flip cams, web cams and ipods are all equipped to let you capture the action. MoDOT has invested in two cameras this spring that probably won't be on your wish list, but they will be put to good use on construction projects where traffic may back up and cause delays.

Both projects are on Interstate 44 just west of Rolla, about 10 miles apart. near St. Roberts and Waynesville. One is an overlay project, the other is a bridge deck replacement. Both will require the west bound lanes of the interstate to be completely closed for a period of time and therefore at each location drivers will be diverted onto two-way traffic in

portable cameras are made by mounting a small closed-circuit-video camera to the structure of a message sign trailer taken out of service because of vandalism. The engineers left the solar panels in place, replaced the batteries and attached the camera on a telescoping arm that can reach to about 18 feet high.

The video will be accessible through a third party vendor to the project offices overseeing the project. In addition to having a physical presence in the work zone, the cameras will allow MoDOT to have even more eyes on it. They will be able to see when traffic is being delayed.

"Our support staff in the Rolla project office can see quickly when there is a problem, what it entails, and fix it more quickly than they could if they had to drive out there and look," said Troy Pinkerton, MoDOT Traffic liaison engineer. "We don't want any customer to be delayed or surprised by a backup of traffic, without at least having seen a sign warning them of what's ahead."

This is the first time MoDOT has built our own portable camera units according to Pinkerton. He and John Diggs, MoDOT Traffic

communication coordinator, estimate the commercial equivalent would cost two and one half times more than their hand-made product.

After these two projects are complete, the cameras will be offered to any district with a sensitive work zone or an area that has the potential for traffic delays.



the east bound lanes – a phenomenon engineers term "head-to-head" traffic.

These head-to-head projects will have new technology to try to increase safety in the work zone and prevent them from causing major delays on the interstate this spring. MoDOT will use some newly built portable video cameras that have been mounted to old changeable message sign trailers. The

## New Chair, Vice Chair for Highways and Transportation Commission

The Missouri Highways and Transportation Commission on March 2 elected Grace Nichols, St. Charles, as its chair for a one-year term. The former chair, Rudy Farber, Neosho, will serve as vice-chair.

Nichols has served on the commission since March of 2008. Farber was appointed to the commission in March 2007.

"My focus will be on supporting the department in its efforts to provide a high level of service while getting smaller and curbing services, necessitated by reduced funding levels from the gasoline tax and federal programs," Nichols said. "We must show Missourians that transportation is a personal issue that

affects them every day and is in need of additional funding."

Until her appointment to the commission, Nichols was a Senior Circuit Judge in St. Charles County and was also mayor of St. Charles for two terms - elected in 1987 and again in 1991. Prior to her public service, she spent many years in private law practice, in addition to active involvement in business, civic and arts groups.

Farber is chairman of the board of Community Bank & Trust in Neosho.

Other commission members are David Gach, St. Joseph; Joe Carmichael, Springfield; Stephen Miller, Kansas City and Kenneth Suelthaus, St. Louis.



# "Why Are Work Zones Personal?"

**David Bower, Senior Information Systems Technologist, District 4:**  
"In August 1996, I was the dispatcher when a call came in that workers were hit. While MoDOT employees Raymond McKelvy and Jorge Bermudez were taking down a work zone, a motorist had collided with the arrow-board-style light trailer which they had been connecting to the back of their truck. Raymond and Jorge survived, but the experience is one I'll never forget. It wasn't until everything was finished that the accident really hit home. You see... when I hired in, I worked with and knew Raymond and Jorge personally. These were friends, coworkers, employees with families. I will never forget the details of that day."



David Bower

**Linda Darden, Senior Right of Way Specialist, District 6:**  
"As people are driving on the highway in a work zone, please think of the highway workers as your family members. If one of them is hit, it changes an entire family's life. Drivers, always keep in mind how your actions could alter many lives."



Linda Darden

**Randy McKinney, Materials Inspector, District 6:**  
"Think about the workers when traveling on the highways at a high speed. Motorists sometimes don't think about how



Randy McKinney

their inattention or unsafe driving may affect someone's life. Motorists have families they want to go home to and so do the highway workers."

**Josh Wessel, Maintenance Supervisor, District 2:**  
"Work zone safety is very personal to me because I want to go home to my wife and kids at the end of each day. I also want everyone I work with to be able to do the same. When I train new employees to set up work zones, I express the importance of creating uniform work zones. Uniform work zones not only keep our crews safe, they also help drivers navigate through work zones. The safety of motorists is just as important as the safety of our crews."



Josh Wessel

**Rick Crews, Supervisor, Humansville Maintenance, District 8:**  
(l-r) Jason Piper, Vernon Ullrich, Rick Carson, Mike Swearingen, Rick Crews



The Humansville maintenance crew, covering northwest Polk County and a portion of southwest Hickory County, is close knit. "We try to watch out for each other," Maintenance Supervisor Rick Crews says. "Everybody wants to arrive home safely and go back to their families." So an important part of the job involves putting up an informative work zone, he says -- "making sure the signs are set in the proper location so the general public has as much warning as possible. That ensures the safety of employees also."

**Lisa Raybourn, Senior Construction Technician, District 4**  
"As a MoDOT employee working in construction for five years, I have learned that safety must definitely be my number one priority. It is crucial that I look out for myself, as well as for my co-workers. Our lives depend on it!"



Lisa Raybourn

The work that we do here puts us in potentially dangerous situations every day. WE must make sure to always follow our safety rules, remain alert at all times, and constantly pay attention to our surroundings. Being safe on the job also means that we must work smart and always use good judgment. There isn't room for error in our line of work.

My wish is that everyone would realize we are vulnerable out there. We really need them to pay attention when driving through our work zones."

**Tim Gallatin, Senior Maintenance Worker, Fulton, District 5:**  
"Work zone safety is personal to me because this crew I work with is together every day, and we're kind of like a family. It's not just a matter of following the rules -- I want to look out for my coworkers and I know they feel the same way. I would want drivers out there to understand that being careful and attentive as they drive through the work zone is important because we're making these roads better for them."



Tim Gallatin

**Troy Pinkerton, Traffic Liaison Engineer, Central Office:**  
"Work Zone Safety is personal to me because I am the Measurement Driver for Tracker Measure 3g - "Number of Fatalities and Injuries in Work Zones". In 2010 we had 13 fatalities and reporting on this data is very difficult for me. I have personally known a few motorists that lost their lives in a vehicle accident within a work zone. Work Zone Safety is more than just the safety of the motorist but also the worker. These are the men and women that I have gone to school with or spent much of my MoDOT career with. For me, it is very personal."



Troy Pinkerton

## Mowing Changes

*continued from page 1*

District 2 Maintenance and Traffic Engineer Travis Wombwell said, "Coordinating our mowing efforts statewide is ideal for achieving consistency across the state. Our customers will see the same mowing results regardless of where they live."

District 6 Maintenance Engineer Becky Allmeroth said, "There is a lot more coordination now on mowing between buildings and eventually between districts. The logical stop points from the past now have lines that are gone. For example, one building on I-44 is doing all 11 miles instead of doing just 5 miles and another building doing 6 miles. It is more efficient to just keep going and have the other building focus on a different route."

She also sees the mowing changes to transition to a seamless effort similar to snow removal. "We may have a situation where an area may have a slide repair or other major project and another maintenance area may help them finish mowing on time," said Allmeroth. "It's just shifting crews as needed to meet the overall goal for MoDOT."

Another major change to mowing affects how the final fall mow outs are handled. During odd years, all minor roads will be mowed out to a maximum of 30 feet. During even years, the minor roads will have a final fall mowing of up to 15 feet.

The benefactor of the mowing changes and all the areas of Practical Operations will result in more funds for pavement maintenance. New policies are now available to consistently guide crews statewide on what maintenance work should be applied to bring a road up in its condition or to keep a road at a good condition.

## MoDOT Highlights Rail Safety in April

"Getting there -- Is it worth your life?" will be the central theme for Missouri's Rail Safety Week, which will be held April 25-29 as proclaimed by Gov. Jay Nixon.

Operation Lifesaver, a national rail safety education organization, unveiled the theme in January. It draws attention to the choices motorists and pedestrians face at railroad tracks and/or crossings: whether to follow rail safety rules or potentially pay deadly consequences.

Nearly every three hours, a person or vehicle is hit by a train in the United States. While these incidents are much less frequent in Missouri, there was an increase in highway-rail crossing collisions last year from 26 in 2009 to 41. There were eight fatalities, two more than in 2009. In addition, there were nine pedestrian fatalities, down from 12 in 2009.

During Rail Safety Week, positive enforcement events will take place in several communities across the state as MoDOT, Missouri Operation Life Saver, Missouri State Highway Patrol, railroad and local law enforcement staff team up to educate the public about the

importance of rail safety. Additional education and enforcement events will be scheduled throughout the remainder of the year as needed to target counties with the highest number of highway-rail crossing incidents.

### Dave Nichols

*continued from page 1*

partners through his unwavering integrity, openness and ability to accomplish great things."

The chief engineer reports to the director of MoDOT and is second in the line of authority.

"I'm tremendously humbled to be in this position, and very excited," said Nichols. "We have a great team at MoDOT and I'm privileged to be a part of it."

Nichols notes how transportation is personal to him. While in engineering school, he worked as a paramedic and witnessed tragic accidents. It impressed upon him the importance of how both the behavioral and engineering sides of safety are vital.

"Transportation is not about highways and bridges, it's about people," said Nichols.



“It’s Personal” Shows What Transportation Really Means

by Sally Oxenhandler

It’s personal.

Those two simple words pack a lot of punch. When something happens to someone else, it’s one thing. But when things happen directly to you, it’s personal. When it’s personal, you typically sit up, take notice and try to do something about it.

That’s the message and goal behind our new communications effort. The “It’s Personal” campaign is designed to inform Missourians about the decline in funding for transportation, what will happen without additional funding and how it will affect all of us personally. Here are five things you can tell your neighbors about MoDOT’s “It’s Personal” campaign.

1. Transportation is more than just roads and bridges. It’s personal. It affects each and every one of us every day. It’s our connection to safety, work, economic growth and a good quality of life.
2. If we don’t invest in transportation, we risk losing lives, jobs, mobility and our quality of life.
3. MoDOT’s average annual construction budget will fall by 50 percent,

happen without additional funding and how it will affect all of us personally.

While we tend to talk about transportation in terms of roads, bridges and projects, transportation is more than that. It’s personal to each and every one of us every day. It affects our safety, our jobs, our businesses and our ability to see our families, go to the doctor or buy groceries.

With funding for transportation in Missouri on a steep decline, we’re working to warn Missourians that the connec-

tions they enjoy because of the state’s vital transportation system and industry are in jeopardy. Without additional funding, we won’t be able to tackle the major road and bridge projects needed to keep motorists safe, support jobs, provide more transportation options and attract businesses and tourists to the state.

“We’ll wake up one day and say, ‘what happened?’” Director Kevin Keith said. “We will have lost ground. Our roads will have deteriorated, traffic fatalities will be on the rise again and jobs will be on the decline.”

Keith acknowledges that the current economic climate doesn’t make it easy to sell the case for more funding

for transportation. But, he says, it’s important to plant the seed now so Missourians will be informed and ready to act if the economy gets better and they are presented with the right funding solution.

With your help we can make the point to friends, family, neighbors and co-workers that transportation is personal and we must invest in it at a greater level. These are challenging times, so it’s important that we all pull together to educate our customers about the importance of a vital, vibrant transportation system and how it affects our quality of life.

For more information on the “It’s Personal” effort, visit [www.mdot.org/itspersonal](http://www.mdot.org/itspersonal).

Five Things You Can Tell Your Neighbors About “It’s Personal”

MoDOT has launched a communications effort called “It’s Personal” to inform Missourians about the severe decline in funding for transportation, what will happen without additional funding and how it will affect all of us personally. Here are five things you can tell your neighbors about MoDOT’s “It’s Personal” campaign.

1. Transportation is more than just roads and bridges. It’s personal. It affects each and every one of us every day. It’s our connection to safety, work, economic growth and a good quality of life.
2. If we don’t invest in transportation, we risk losing lives, jobs, mobility and our quality of life.
3. MoDOT’s average annual construction budget will fall by 50 percent,

from \$1.2 billion to \$600 million. That means there won’t be enough money for the transportation projects that keep motorists safe, support jobs, provide additional transportation options and enable us to compete economically.

4. We’re doing all we can to tighten our belts. We’re getting smaller, cutting costs, reducing services and squeezing every penny out of every dollar we have. But that will only get us so far.
5. It’s time to stop talking and take action. Transportation is too important to do nothing. Missourians must find a way to invest in our infrastructure. More information is available at [www.mdot.org/itspersonal](http://www.mdot.org/itspersonal).

In Memoriam

Former Commissioner Marjorie B. “Marge” Schramm, age 75, passed away March 17, 2011. She served on the Missouri Highways and Transportation Commission from 2000 through 2007.



A long-term resident of Kirkwood, Mo., she served 10 years on the Kirkwood City Council and two four-year terms as Kirkwood’s mayor. She also served as president of the Missouri Municipal League and the St. Louis County Municipal League.

Her years of leadership on the commission and in the transportation industry are appreciated. We extend our sympathies to her family and friends.

April Service Anniversaries

|                        |     |
|------------------------|-----|
| <b>35 Years</b>        |     |
| Steven P. Mundle       | D3  |
| <b>25 Years</b>        |     |
| Steven D. Stratton     | D1  |
| James M. McCollum      | D2  |
| William J. Sims        | D4  |
| Alan J. Sutton         | D6  |
| Bradley N. Meyer       | D6  |
| William J. Wilcox      | D6  |
| Gregg D. Robertson     | D7  |
| Stephen D. Helton      | D9  |
| Robert L. York         | D10 |
| Denis M. Glascock      | CO  |
| <b>20 Years</b>        |     |
| Jarod A. Murr          | D2  |
| Robin D. Keller        | D3  |
| James D. Osborn        | D4  |
| Douglas O. Block       | D5  |
| David H. Reinhardt     | D5  |
| Dion J. Knipp          | D5  |
| Pamela J. Garber       | D5  |
| Frederick R. Simpson   | D5  |
| John A. Dietzel        | D5  |
| Christopher E. Duffner | D6  |
| Page A. Morgan         | D8  |
| Linda Clevenger        | CO  |
| Curtis H. Rickerson    | CO  |
| <b>15 Years</b>        |     |
| Daniel L. Wyatt        | D2  |
| Jeffrey S. Wolfe       | D4  |
| Robert A. Weber        | D5  |
| Cynthia M. Farrar      | D6  |
| Monica E. Cheney       | D6  |
| Shirley J. Reis        | D6  |
| Beth J. Bittick        | D6  |
| Ronald V. Tousignant   | D6  |

|                        |     |
|------------------------|-----|
| Danny W. Barker        | D6  |
| Joseph B. Watson       | D8  |
| Floyd D. Peppers       | D8  |
| James D. Bledsoe       | D8  |
| Rodney G. Yost         | D8  |
| Kenneth R. Evans       | D8  |
| Robin R. Koenig        | D8  |
| Christopher S. Shipley | D8  |
| Teresa M. Nixon        | D8  |
| Howard E. McNew        | D9  |
| Bradley J. Newberry    | D9  |
| Kelly M. Martin        | D9  |
| Kenneth D. Bland       | D9  |
| Brian D. Wallace       | D9  |
| Terry A. Fields        | D10 |
| Eric F. Meister        | CO  |
| <b>10 Years</b>        |     |
| Tim R. Zona            | D1  |
| Steven M. Mummert      | D1  |
| Robert B. Sanders      | D3  |
| Billie G. Noble        | D3  |
| Randy W. Grote         | D3  |
| Jeff E. Stewart        | D3  |
| Dale A. Epperson       | D3  |
| Jess T. Hannar         | D3  |
| Kevin D. Rhodes        | D4  |
| Travis L. Wies         | D5  |
| Molly K. Schuber       | D5  |
| William J. Snodgrass   | D5  |
| Erick B. Price         | D6  |
| Tracy L. Times         | D6  |
| Victor Tincknell       | D6  |
| Linda J. Wiesinger     | D6  |
| John L. Braden         | D6  |
| Nancy M. Leroney       | D6  |
| Michael J. Litzau      | D6  |
| Steven J. Newcomb      | D6  |
| Pamela J. Meador       | D6  |
| Gregory B. Hill        | D7  |

|                     |     |
|---------------------|-----|
| John T. Smith       | D7  |
| Shelby L. Beard     | D7  |
| Amy N. Russell      | D8  |
| Bradley S. Brake    | D8  |
| Tracy L. Brittain   | D8  |
| David E. Henson     | D8  |
| Jesse N. Gallagher  | D9  |
| Mark L. Reynolds    | D9  |
| Michael L. Shields  | D9  |
| John F. Allen       | D10 |
| Billy L. Johns      | D10 |
| Dustin N. Mittag    | D10 |
| William S. Sifford  | D10 |
| Frankie J. Ryan     | CO  |
| Randall Hindman     | CO  |
| Brent T. Schulte    | CO  |
| Manuel J. Chavez    | CO  |
| <b>5 Years</b>      |     |
| Matthew D. Creason  | D1  |
| Brandi S. Shepler   | D1  |
| Karl J. Otto        | D4  |
| Bradley D. Street   | D4  |
| Rebecca Deere       | D4  |
| Curtis L. Young     | D5  |
| Dewey W. Bartel     | D5  |
| Hal D. Smith        | D5  |
| Todd M. Ellis       | D5  |
| James L. Kauffman   | D5  |
| Devin C. Reilly     | D6  |
| Michael W. Day      | D6  |
| Scott E. Croney     | D8  |
| Jeremy W. Hopper    | D8  |
| Victoria E. Harding | CO  |
| Maria A. Erwin      | CO  |
| Kimberly A. Russell | CO  |
| Tara N. Spencer     | CO  |
| Travis D. Ellis     | CO  |
| Terry L. Shunamon   | CO  |

February Retirements

| Name                 | Location | Years of Service |
|----------------------|----------|------------------|
| Roger Moyers         | D10      | 33               |
| Oliver Heob          | D10      | 28               |
| Randy Richardet      | D10      | 38               |
| Donald Burns         | D1       | 6                |
| Norman Rose          | D3       | 33               |
| Diane Taranto        | D4       | 27               |
| Florine Noear        | D4       | 22               |
| Randy Raaf           | D5       | 33               |
| Donald Boultinghouse | D7       | 36               |
| Leonard Admire       | D8       | 32               |
| Tom Henderson        | D8       | 34               |
| Gary Boyd            | D8       | 6                |
| Martin Bell          | D9       | 36               |
| Stefan Denson        | CO       | 11               |
| William Carter       | CO       | 7                |
| Roger Wilson         | CO       | 37               |

In Memoriam

| Retirees          |    |         |
|-------------------|----|---------|
| Earl Bricker, Jr. | D6 | Jan. 27 |
| Donald Grunden    | CO | Feb. 1  |
| Louis Porter      | D4 | Feb. 2  |
| Forrest Garrett   | D4 | Feb. 8  |
| Laura Worth       | D3 | Feb. 9  |
| Ethel Crutcher    | D7 | Feb. 14 |
| Sandra Chapman    | D4 | Feb. 18 |
| Edwin Calvert     | D2 | Feb. 22 |
| Tommy Thompson    | D1 | Feb. 24 |
| James Graves      | D2 | Feb. 26 |





# New Technologies Are Moving OATS

by Kristi Jamison

MoDOT and OATS have teamed up to make rural transit service much more efficient. Together, the agencies implemented a new statewide rural information technology system to automate scheduling and, in some locations, interface with Mobile Data Terminals. The new system has already increased the efficiency of OATS’ services by

eliminating the need to manually track and schedule trips.

“We had to move ahead because our old computer database was outdated and we were unable to get updates for it,” said Linda Yaeger, OATS executive director, in an article in the Missouri Public Transit Association’s newsletter, Transit Talk. “But, boy – what a learning curve! To go from a driver tracking

trips manually to a system that automatically updates data in real time as the trip is happening was a huge change for all of us – staff and drivers.”

Thanks to this technology, many service regions have increased the number of trips they offer, with some even doubling their capacity for carrying customers. According to the February issue of Transit Talk, public transit trips in Sedalia have increased 7.5 percent. The amount of weekly trips scheduled in Hannibal has nearly doubled.

MoDOT Transit staff provided planning assistance and coordinated with the General Services Division to purchase the system for OATS. Other MoDOT divisions also aided the process. Traffic revised the Statewide ITS

Architecture documentation to accommodate the technology used in the OATS project; Design helped obtain the consultant services for the system design; and the CCO’s office reviewed the resulting contracts.

Transit Talk reported that it took a year to roll out the new system, which was implemented in each of OATS’ service regions one at a time. The first installation occurred in Sedalia in March 2010, with the last one in Shelbina in the fall. Two hundred cellular mobile data terminals with automatic vehicle location have been installed so far with a primary focus on more densely populated communities where more service is available. OATS plans to expand even more by the middle of the year.

# Arrive Alive Team Makes the Dive!

by Sue Cox

It seems odd. But it works! People dress up in crazy costumes and outlandish outfits to run, jump and splash in freezing, cold water – all in the name of raising money for charity. Plungers, as they’re known, and plunger supporters joined forces to make a generous contribution to Missouri’s Special Olympics at the Lake of the Ozarks annual Polar Bear Plunge Feb. 26. Transportation Planning’s ARRIVE ALIVE and Dive Team proudly raised a donation of more than \$1,800, which includes the funds collected by the 5K strut group prior to the plunging festivities.



Transportation Planning winners include (standing, left to right): Anup Choudhury, Jenni Jones, Bev Koetting, Brian Reagan, Megan Denkler, Eva Voss, Mary Kladiva, Scott Nichols and Mary Beth Anthony; (squatting, left to right) Paul Fleming and Jon Picard.



Strutters include (left to right): Anup Choudhury, Joe Horan, Brian Reagan, Mary Beth Anthony, Barb Marshall and Kathi Bishop.

## for more info

Connections Editor  
Phone  
E-mail  
  
105 W. Capitol Avenue  
P.O. Box 270  
Jefferson City, MO 65102

Laura Holloway  
573.751.5985  
laura.holloway@modot.mo.gov



The General Services Division hosted a ribbon-cutting for the newly renovated 830 MoDOT Drive in Jefferson City on Feb. 28. Pictured are (left to right) Kelly Hammack, Kim Tipton, Dale Brandt and Doug Record.

Shaun Schmitz



# D1

## Northwest

### Interstate 229 Closes

by M. Elaine Justus



M. Elaine Justus

On March 2, state bridge inspectors recommended the bridges on I-229 be closed for repair.

Wednesday morning, March 2nd, started like any normal work day in the Northwest District, until word was received that the state bridge inspectors were recommending immediate repairs to the upper deck sub-structure of the double deck bridges on I-229.

Crews were alerted, roads were barricaded, the media, law enforcement and emergency providers were informed, and repair work was started. That doesn't sound like such an unusual

situation for MoDOT - it happens quite a bit - but the bridges being impacted were actually two bridges (northbound and southbound) which play a vital role in moving traffic through St. Joseph. Built in 1976, they are each (upper and lower) over 6,500 feet long and have multiple on and off ramps to the downtown area.

Repairs were quickly completed and both bridges reopened to traffic by noon on March 4.

### Safe & Sound Continues

by M. Elaine Justus



M. Elaine Justus

Northwest Regional Field Engineer Troy Slagle and Community Relations Manager M. Elaine Justus met with major stakeholders in Holt County on Feb. 28 in Oregon.

As Northwest Missouri continues the largest bridge program in our history, things heat up as we go into spring. Holt County is one of very few counties remaining to be contacted through stakeholder meetings. The turnout was not very large for the Holt County meeting held on Feb. 28, but the most critical stakeholders were present.



Troy Slagle

Troy and Senior Community Relations Specialist Holly Murphy met with major stakeholders in Daviess County on March 7 in Gallatin.

Senior Community Relations Specialist Holly Murphy attended the Daviess County stakeholder meeting with Troy in Gallatin on March 7. At the meeting, they got an opportunity to hear the concerns of local land owners who wanted to discuss the potential impact on their farming operations. We attempt to address concerns whenever possible, but, as usual, it is hard to please everyone.

### for more info

Community Relations Manager  
Phone  
E-mail

Elaine Justus  
816.387.2353  
margaret.justus@modot.mo.gov

3602 N. Belt Highway  
St. Joseph, MO 64506-1399

### Regional Ag Task Force

by M. Elaine Justus



M. Elaine Justus

Area Engineer Tonya Lohman will represent MoDOT on the newly-formed task force.

"What do you do if potentially sick calves traveled through our area on the way to the St. Joseph Stockyards?" That was just one of numerous scenarios discussed by the new Regional Ag Task Force when they met for the first time on Feb. 25. The task force, an ad-

visory group, will develop response guidelines to deal with agriculture-related emergencies, such as disease outbreaks or bioterrorism attacks. Agriculture plays a vital role in our region's economic health, and there are many unanswered questions about what to do with farm animals and grain during a disaster. The Mo-Kan Regional Council, one of MoDOT's planning partners, was awarded a grant to develop an agrisecurity program. Ultimately, the task force will be composed of farmers, emergency responders, local officials and agribusiness leaders. According to Rachel Heimericks, agrisecurity specialist with the Missouri Department of Agriculture, "The state is seeking to educate producers and establish communications links. No plan is ever perfect, but something is better than nothing."

### D1 Wins Paving Award

by M. Elaine Justus



M. Elaine Justus

The Northwest District received an award for Excellence in Paving at the ACPA 31st Annual Portland Cement Concrete Conference.

In early March, the MO/KS Chapter, ACPA 31st Annual Portland Cement Concrete Pavement Conference was held at the Marriott located in downtown Kansas City, Mo. March 3 was the awards luncheon, and D1 Transportation Project Manager Greg Anderson

and Senior Highway Designer Mike Mooney were present to accept an award for design work they did on the D4 Project J411382, "Unbonded Concrete Overlay of Route I-35 in Clay County."

### Seen From the Road

by M. Elaine Justus



M. Elaine Justus

Not everyone has the same idea about what constitutes a "yard ornament." This 30-foot-long concrete sea serpent was seen from southbound Business 71 in Andrew County.



# D2

## North Central

### A Discussion with the New Chief Engineer

by Tammy Wallace

Chief Engineer Dave Nichols visited with District Two supervisors during their recent quarterly meeting. These supervisors were honored to be the first group of employees in the department to hear the new chief engineer speak about the direction of the organization.



Chief Engineer Dave Nichols.

Dave discussed several topics with the group from our customer service satisfaction ratings and the progress we have made with funding received from Amendment 3 and the American

Recovery and Reinvestment Act, to the Five-Year Direction.

He then explained the current funding situation and how state revenues will not be able to match expected federal dollars in 2017, and that we no longer will have the dollars we would like to invest in our system. He also said that sustaining our health care and retirement program is becoming problematic for the department.

MoDOT is responding as an organization to these economic challenges that are affecting the entire country by developing a new Workforce Plan. Dave said teams are currently working on the plan, which will be a transformational change for MoDOT.

He explained that we are tightening our belts and downsizing to set the stage for the future. We will get smaller, and those staff reductions will be done through attrition. He noted as an example that his previous position, Director of Program Delivery, will not



District Two supervisors were the first group of employees to hear from the new Chief Engineer Dave Nichols.

be filled; other employees will take over those responsibilities. Dave said that reducing our staff and getting smaller is just one of the changes in the Workforce plan, and that more changes are coming.

He discussed the timeline for the plan, stating that within the next month or so the teams will be completing their work and will present their recommendations to Director Kevin Keith and then to the Missouri Highways and Transportation Commission. He said the final Plan

could be presented to the Commission as early as May, and will be communicated with employees as soon as completed.

Dave commented that we have great employees in our district and thanked them for all they are doing and for the accomplishments they have made. He also reminded the group that we are one team and he is very confident that with their help we will make it through the challenges ahead and become a better organization.

### A Plan to Manage Resources

Another tool to help the district efficiently manage our resources is the Maintenance Lot Management Plan.

The objective of this plan is to ensure that our maintenance forces and facilities operate safely and efficiently so every possible resource is being directed to achieving the Five-Year Direction.

Four times throughout the year district staff and maintenance supervisors will be physically conducting reviews of various aspects of maintenance facilities and operations.

**Inventory Review** will ensure the accuracy of our inventory, enable us to provide the proper materials to complete the work plans and minimize the inventory on hand to provide the best value for every dollar spent.

**Environmental Review** will ensure that we are in compliance with all of the rules and regulations that apply to our facilities. The focus is to make certain our facilities and operations are environmentally and socially responsible.

**Facilities Review** will ensure buildings are maintained in good repair and identify needed preventative maintenance items. The review will focus on improving energy efficiency, ensuring functionality and identifying possible improvements to enable daily tasks to be performed more efficiently.

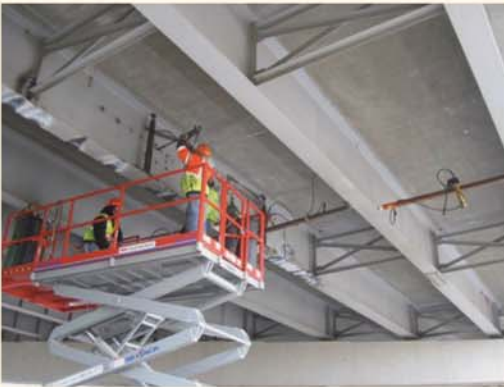
Data collected during the reviews will be entered into a facilities management program and used to determine priorities and cost estimates for our Capital Asset Prevention Program budget and to develop work plans each year.

**Safety Review** will ensure that our employees have a safe and efficient environment to work in, because the safety of our employees is always one of MoDOT's top priorities.

This new plan can be viewed on the district's sharepoint site at: <http://sharepoint/Districts/D2/sysmgmt/maintraff/Shared%20Documents/Forms/AllItems.aspx>.

### The Heat is On

When the U.S. 63 bridge over U.S. 36 in Macon sustained damage to the underneath steel from an accident, a heat-straightening repair procedure was just the trick to make it like-new again.



International Straightening heats up the damaged steel, returning it to like-new condition.

District Two Bridge Engineer Scott Stephens explained how this works. "The process applies controlled heat in specific patterns to the damaged areas of the steel in repetitive heating and

cooling cycles to gradually straighten the materials. Heat straightening is distinguished from other methods in that force is not used as the primary instrument of straightening, rather the thermal expansion/contraction is an unsymmetrical process in which each cycle leads to a gradual straightening trend."

Stephens said in using this process the material properties undergo relatively small changes so the performance of the steel remains essentially unchanged. When properly conducted, heat straightening is a safe and economical procedure for repairing damaged steel.

This is the first time the process has been used in the district. The contractor performing the work, International Straightening from Bismarck, North Dakota, is touted to be one of the best at this process.



Safety reviews ensure a safe and efficient work environment.

The plan consists of an inventory review, conducted in the spring; an environmental compliance review, conducted in the summer; a facilities review, conducted in the fall; and safety review, conducted during the winter.

The development of the plan is to provide a schedule for the annual reviews and track the progress throughout the year with a tracking system. Each review form will have defined criteria to be evaluated, ensuring consistency at each location.



New forms and a tracking system will track progress made throughout the year on inventory levels.

### for more info

Community Relations Manager Tammy Wallace  
660.385.8209  
tammy.wallace@modot.mo.gov  
E-mail  
Route 63  
P.O. Box 8  
Macon, MO 63552



# D3

## Northeast

### Connectivity is Everywhere

When we think of connectivity, most of us in the transportation industry think of highways. Yet, there are many ways MoDOT provides connectivity: the website, email, telephone, personal contact through meetings, video conferencing ... the list goes on. We must continue to utilize these connection tools and resources to share our messages, whether it be about the Safe & Sound Bridge Program, safety programs, or a Facebook posting.

Like many districts, the Northeast District is using a variety of ways to share its messages. On the Safe & Sound Bridge program, we are using traditional

ways to communicate, such as distributing flyers to students in the school system and businesses in the area. We are also posting updates on Facebook and Twitter, updating the Web page built specifically for Safe & Sound, and holding community briefings at local basketball games and other school functions.

In light and anticipation of expectations from our customers, MoDOT is not only connecting our customers via the transportation system, we are also connecting WITH our customers.



Less than two hours after the road was closed, MoDOT, KTU and its contractors were demolishing the bridge on Route P, just south of Center. This was the first bridge in the Safe & Sound Bridge Program to go under construction this year in the Northeast District. To date, with three bridges closed, not one customer has called to complain about the closures.

### 8 Connecting with Students...

Marty Lincoln, a resident engineer in the Northeast District, and Brandon Hansberry, a senior structural designer in the Bridge Division, have stories to tell, and the students in Montgomery City High School's career skills class were ready to listen. Marty, a resident engineer, shared

his experiences in the field. Brandon encouraged the students to be prepared for college, especially the first semester! The Northeast District is connecting with the future workforce through partnerships and education.



### for more info

Community Relations Manager  
Phone  
E-mail

Route 61 South  
P.O. Box 1067  
Hannibal, MO 63401

Marisa Brown-Ellison  
573.248.2502  
marisa.ellison@modot.mo.gov

### Around the District



Keeping a highway connection open...MoDOT crews installed signs along U.S. 61 near the Cuivre River Bridge at Troy to prepare for potential flooding over the road this spring.



Connecting with county commissioners...Beth Brown (right) visits with Tom Groves, Audrain County Commissioner, following an LPA (local public agency) training session. Most cities and counties attended these sessions which were held in three locations.

Connecting pieces...Gerald Hanlin, a senior equipment technician in the Troy area, is rebuilding the motor on a snow plow truck. "We find when these trucks get about 100,000 miles, the valve stems are pitted and wearing down, and they have a lot of piston and sleeve scoring issues," he said. "With everything else going on, we're able to get the truck back in operation usually within 3-5 days," he added. In the 10 years Hanlin has been an ASE certified mechanic with MoDOT, he has overhauled about a dozen truck engines. "This one was being worked on during the snow storm; it is imperative we hustle through them and get them back in service quickly," he said.



A sealed connection...The Canton Crew has been busy sealing cracks on U.S. 61 in Lewis County. Crews took advantage of the break in the snow to do some preventive maintenance, such as filling potholes and cleaning out ditches.



# D4

## Kansas City Area

### More than 57,000 Vehicles Using New Bridges

#### First Safe & Sound Bridges of 2011 Open in District 4

by Michele Compton

It was a breezy day for a ribbon-cutting ceremony to celebrate one of the first bridges to open under the Safe & Sound Program for 2011.

Route O bridge over Kansas City Southern Railway east of Odessa has been closed since November for redecking and structural repairs. The newly refurbished bridge was open for business on March 16.

The Route FF Bridge over Tabo Creek, which closed in January, is the second bridge to open this year on March 18. Local Kansas City contractors Leath and Sons dismantled the old structure and built a new bridge in its place. Originally erected in 1952, this water crossing handles more than 700 cars a day.

The Safe & Sound Bridge Improvement Program is entering the third year in construction and continues to bring safe, cost-effective and highly-rated bridges to the eight counties in the Kansas City district.

With an abundance of bridges and a dwindling funding stream, MoDOT took a proactive approach to replace some of the older bridges on our system. Since the program began in 2009, not only is it effective, it is ahead of schedule and consistently delivers a quality product. Some of the highlights on the Kansas City bridges completed by KTU Constructors to date include:

- 32 bridges completed.
- The entire program is 91 days ahead of schedule.
- The average bridge closure for this project is 45 days.
- Nearly 57,000 vehicles a day are now using the 32 new bridges that were replaced this past season.

Missouri has more than 10,000 bridges, and 1,093 in Condition 3 (serious) or Condition 4 (poor). After replacement or refurbishment through Safe & Sound, the improved bridges have

an average rating of 8.70, based on a scale with an excellent rating of 9. MoDOT took a somewhat unconventional approach to funding this program and sold bonds to pay for the project, with annual payments of approximately \$50 million. MoDOT will use roughly one-third of the Federal bridge replacement funds it receives each year to make those payments, which means the Safe & Sound program requires no additional funding. As a result, many of these bridges are being repaired or replaced sooner than if MoDOT used a traditional planning and funding process.

A single \$487 million design-build contract was awarded to KTU Constructors on May 21, 2009. KTU Constructors subcontracts a substantial portion of the work. Many local contractors have the opportunity to bid on jobs in the area, which in turn benefits small and local businesses and communities.

A total of 145 bridges will be improved in Platte, Clay, Ray, Jackson, Lafayette, Cass, Johnson and Henry counties. More than 70 bridges will be replaced this year.



Route FF in Lafayette County was the second bridge opened in 2011 under the Safe & Sound Bridge Improvement Program.

### MoDOT Engineers Spend Lunch, Share Experience with Future Engineers

By Michele Compton

Engineers from D4 recently joined other local firms for a Lunch with Engineers event at Ruskin High School. Students considering an engineering career had more than an hour to bounce ideas, questions and suggestions off successful mentors in the field. The event was part of the school's celebration at being named the first National Academy of Engineering (NAE) school in the Midwest.

The U.S. Bureau of Labor Statistics named engineering as one of the country's largest professions in 2008, and engineering was one of the top 10 fields adding positions in 2011 according to the CareerBuilder's job forecast survey.

"Times are tough but engineering isn't going anywhere," said Dolon Silimon, MoDOT bridge construction inspector. "Focus on your studies, get good grades and you can absolutely be successful in this field."

Lunch with Engineers is just one avenue the department uses to reach the next generation in engineering and construction. MoDOT also offers the Missouri Teaching Out-Reach, or MoTOR, transportation and engineering program.

A hands-on career development education program, MoTOR was designed for schools to integrate into science, math, social studies, economics CADD,

engineering and art classes. Volunteers go into elementary and secondary schools (grades 6 through 12) with an assortment of activities related to transportation.



Above, Dolon Silimon, MoDOT construction inspector, advises Ruskin High School students on succeeding in the engineering field.

#### for more info

Community Relations Manager  
Phone  
E-mail

Kristy Hill  
816.607.2153  
kristy.hill@modot.mo.gov

600 NE Colbern Road  
Lee's Summit, MO 64086



# D5

## Central

### Online Meeting Gathers Input for Hurricane Deck Bridge Plans

by Holly Dentner

Seventy-seven years ago, construction began on the Hurricane Deck bridge across the Osage Arm of the Lake of the Ozarks in Camden County.

Located on Route 5, this bridge is due for improvement, and the district is working through the project development process to make that happen.

During this stage in the process, the district must follow the federal environmental process to gather input on the possible location of a new bridge and provide information about the existing bridge as a historic structure.

In March, the project team presented possible options to the public through its first online-only public meeting.

Instead of a traditional, face-to-face meeting, the project team put all the bridge information on the Central District's web site, giving the public an opportunity to "attend" the meeting at their own convenience.

To keep traffic moving on Route 5 during construction, the project team proposed several options that would replace the bridge at its existing location while maintaining traffic flow.

They proposed new, temporary bridge pilings built either just east or west of the existing bridge. Then either the old bridge could be slid laterally, approximately 35 feet, onto the temporary pilings while a



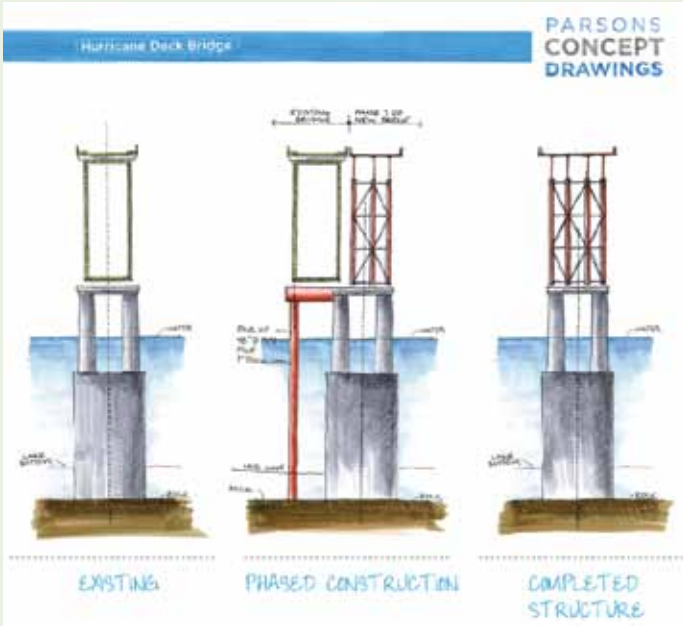
Shaun Schmitz

**The Hurricane Deck Bridge is a deck truss design, the last of its kind in Missouri. There is a historical impact to removing the bridge, so MoDOT is also seeking to mitigate that impact by offering the old bridge for adaptive reuse.**

new bridge is built on the existing piers, or the new bridge could be constructed on the temporary pilings while traffic is maintained on the existing bridge.

The public was also invited to consider the option of building a new structure about 50 feet east or west of the existing bridge. All replacement options propose a wider, two-lane structure that would cost approximately \$30 million.

The project team will continue working on plans for the bridge and the district plans to hold a location/design public hearing in summer 2011. Construction could begin in early 2012, and a new bridge would take approximately two years to complete.



**A concept drawing presented at the public meeting showed how the temporary pilings could accommodate the existing bridge while the new one was being built.**

### for more info

Community Relations Manager Kristin Gerber  
Phone 573.522.3375  
E-mail kristin.gerber@modot.mo.gov  
  
1511 Missouri Boulevard  
P.O. Box 718  
Jefferson City, MO 65102

### Around the District



Kurt Thompson

**Safe & Sound bridge crews place the beams for the Route WW bridge in Boone County on March 15, the same day mother nature placed 4-5 inches of snow in the central Missouri region.**



**MoDOT has partnered with the City of Jefferson and Cole County to construct a new interchange on Route 179 in Jefferson City. Transportation Project Designer Bob Jany discusses the plans with a community member during the public meeting held on March 8.**

Jennifer Ranagarbar

### Recent Retirees from District 5

The Central District would like to acknowledge the hard work and dedication of the district employees who have retired between January and April 2011. These six employees have a combined total of 161 years of service. We thank them for their service and wish them well in their future endeavors.



Robert Russell retired on Jan. 1, 2011 after 22 years of service with MoDOT. Robert started at MoDOT as a crew worker for the district signing and

striping crew. He was a senior materials technician for the district at the time of his retirement.

Ronald Miller worked at MoDOT for 24 years before retiring on Jan. 1 as a senior crew maintenance worker at the Auxvasse maintenance facility.

Ronald also held the positions of crew worker and intermediate crew worker at Auxvasse and was a member of the district's employee advisory council.



Rocky Campbell's last day was Jan. 1, 2011. Rocky retired after 17 years as a senior maintenance worker in Vienna. He also

worked at the Belle maintenance building during his tenure at MoDOT, and held the positions of crew worker and intermediate crew worker.

Richard Huff retired on Jan. 1 after 33 years of service with MoDOT. Richard was the maintenance crew leader for the district signing and striping crew. During his tenure with MoDOT, he also worked as a member of the statewide bridge maintenance crew.



Alexander Holterman worked at MoDOT for 32 years before retiring on April 1. He held the positions of service attendant, shop mechanic, and field

mechanic, and retired as a senior equipment technician at the district garage.

Mike Craig's last day with MoDOT was April 1. Mike was the maintenance supervisor for the Ashland maintenance facility. He worked for MoDOT for 33 years, first as a member of the district's special crew and then at Ashland.





# D6

## St. Louis Area

### West County Area Team Responds Quickly to Route 109 Collapse

by Andrew Gates

When Larry Johnson, from the Eureka maintenance building, drove down Route 109 to go to work on Monday, March 7, everything looked normal. A few hours later, when the senior maintenance worker went back along the route heading to a repair job, the

vation, a Department of Conservation park.

“You could hear the tree roots snapping, rocks tumbling down the hill, and the guard rail creaking as they slowly slid downhill,” said Tom Montes-de-Oca, the project manager for West St. Louis



As soon as the West County team noticed the cracks forming on Route 109, crews responded quickly.

shoulder on a hillside between Turkey Track and Christy Road looked significantly different. Johnson noticed a number of cracks forming in the pavement on the shoulder.

Maintenance crews mobilized to quickly install barrier and restripe lanes to shift traffic away from a weakening shoulder. Within 24 hours, a four-foot section of the shoulder and roadway had broken loose and slid 10 feet down the hillside toward Rockwood Reser-

County projects. “It was a little eerie.”

By 5 a.m. Tuesday, crews had closed the roadway to traffic for safety and were evaluating the slide. The department had been watching this particular area for several years, and was planning to award a construction project to repair this slide this summer. Ironically, MoDOT was holding a public meeting that evening to discuss the expected summertime closure.



Within 24 hours, a significant section of pavement slid downhill. The road had already been closed when this occurred.

#### for more info

Community Relations Manager Marie Elliott  
Phone 314.453.1807  
Email marie.elliott@modot.mo.gov

1590 Woodlake Drive  
Chesterfield, MO 63017



Track hoes excavated a 250-foot stretch of Route 109 up to 40 feet in places.

Within hours of closing the road, geologists had reviewed the site and determined that an area, which had held firm for several years, had a “catastrophic failure” due to wet springs and summers over the past several years. The foundation for the roadway had gotten exceptionally saturated with water and gave way. What was planned to be normal construction now became an emergency – and the MoDOT team sprang into action.

By Tuesday afternoon, a three-person design team had started to modify existing plans to repair the roadway, said Justin Wolf, transportation project designer for District 6.

“In our original design, the contractor

including 17 sheets of cross-sections, to give potential bidders information on how much earth to excavate and fill to replace.

“We worked hand-in-hand with people in Central Office to put an emergency contract out for bids. They helped us accelerate the process, coordinate with the Department of Conservation, get the plans online after hours and update them as needed,” said Montes-de-Oca.

Twelve contractors bid on the package, and the contract was awarded to Krupp Construction, the low bidder, by Friday afternoon. The next day, crews had started removing trees, and within a week of the slide, construction crews were starting repairs to the roadway.



The team replaced the earth that was excavated with rock fill.

would have excavated about eight feet of earth and replaced it with better fill and supporting material. Based on the information we got from our geologists, the project was drastically revised. Now, in places, we needed to remove nearly 40 feet of earth and replace it,” said Wolf.

The design team was fortunate, since much of the survey data to complete the project had already been determined as part of the process to award the construction contract later this year, said Wolf.

The three-person team worked extended hours and by Wednesday afternoon had a biddable set of plans,

The project is expected to be complete by early April 2011.

The department was able to award the contract so quickly because everyone helped, said Karen Yeomans, west St. Louis County area engineer.

“We had help from everyone – maintenance, motorist assist, emergency response, the traffic engineers, right-of-way, geology and construction to name a few,” Yeomans added. “They worked hard as a dedicated team to pull this together quickly and efficiently. That’s what is so amazing about the department because it makes you proud to be a part of MoDOT.”



D7

Southwest

# Innovations Challenge Winners Advance, Compete at State

The District 7 Innovations Challenge committee narrowed down the 27 entries it received and chose six for consideration for the annual Innovations

Challenge Showcase in Springfield. The two entries that went on to the showcase were Lonnie Jordon's (Special Crews) spring detent for work zone

sign flags and El Dorado Springs' Darren Adams' and Marcus Parsons' auger attachment for an arm mower. The showcase was held in late March.

The Innovations Challenge is a way to identify and share each district's best field operations innovations.



**Going to State!** Darren Adams, Marcus Parsons, El Dorado Springs: Auger attachment for arm mower.



**Going to State!** Lonnie Jordon, Concrete South: Spring detent for work zone sign flags.



Bert Phipps, Travis Peterson, Lamar: Receiver hitch sign mount for work zone signs.



Nevada Maintenance Building: Adjustable rut paver.



Longview Maintenance Building: Debris shield for tractor.



Mark Winningham, Carthage: Sign tool

## Work Around the District

12



Special Crews employees make repairs to the Coon Creek bridge on Jasper County Route 71.

Tim Rice



Kris Marshall of El Dorado Springs repairs cracks on Cedar County Route 32.

Kristi Bachman



Crews install a culvert on Cedar County Route B.

Kristi Bachman

### for more info

Community Relations Manager    Lori Marble  
Phone    417.621.6504  
E-mail    lori.marble@modot.mo.gov  
3901 E. 32nd Street  
Joplin, MO 64804



# D8

## Springfield Area

### Do Good Work – Safely

by Bob Edwards

Big projects and small, District 8 will be bristling with work zones in 2011. It will be one of the district's busiest years – and makes Work Zone Awareness Week April 4-8 even more important.

The goal is to do quality work and complete the work safely, District Engineer Kirk Juranas said.

“We’re going to be in a hurry. We’re going to get tired from time to time. We’re going to get stressed from time to time,” Juranas said. But the district can meet the challenge, he said.

“We need to help each other to make sure we’re doing the right things ... so we can be safe, accomplish our mission and go home to be with our families.”

Juranas said it will be important to set up and maintain good work zones for MoDOT personnel and contractor crews to work in and for the public to drive through.

The first major new construction project of 2011 – getting under way in early April – will rehabilitate the westbound I-44 bridge over the Gasconade River east of Lebanon. Contractors working on the Safe & Sound Bridge Improvement Program have moved into D8 and will replace or rehabilitate 29 bridges. Two other bridges will be replaced as well.

The four-laning of Route 13 between Branson West and Kimberling City begins soon. Work continues in Springfield on rebuilding the Route 60/65 interchange and six-laning Route 65 between Route 60 and I-44.

Capt. Juan Villanueva, commander of the Highway Patrol's Troop D headquarters in Springfield said enforcement of reduced speed limits and other restrictions in work zones is important to the Patrol. It's not about writing tickets, he said. The goal is to keep workers and drivers safe.

Troopers often are thanked by MoDOT

**“Talkin’ Transportation”  
Call-In Radio Show**

**KWTO 560 AM, Springfield**

**10-10:50 a.m. Wednesdays**

**[radiospringfield.com](http://radiospringfield.com)**

### for more info

Community Relations Manager  
Phone  
E-mail

3025 E. Kearney  
P.O. Box 868  
Springfield, MO 65801

### 2011 Major Projects

#### Continuing

- Route 60/65, Springfield – Reconstruction
- Route 65, Springfield – Six-laning
- Route 5, North of Lebanon – Shared Four-lane
- Route 76/Bus. 65, Branson/Hollister – Lake Taneycomo Bridges

#### New

- Route 13, Branson West/Kimberling City – Four-laning
- Kansas Exp., Springfield – Railroad Bridges
- Route 248/65, Branson – Diverging Diamond Interchange
- Route 174 at Railroad Bridge, Republic – Pavement Reconstruction
- Route 60/Clinton Road, Seymour – Traffic signal
- Bus. Route 65/St. James Street, Hollister – Traffic signal
- Many resurfacing, chip-seal projects

and contractor workers when officers watch traffic at a work zone, Villanueva said. “They notice a difference (in driver behavior) when we’re there.”

To reach the public on those and many other projects, D8's Community Relations office will continue to provide news releases and e-Updates and do media interviews; post information on the D8 website, Twitter and Facebook; send alerts to specifically developed email groups; distribute fliers door-to-door; and mail post cards.

Another development in 2011 will be the April opening of the new Transportation Management Center of the Ozarks, a joint venture by MoDOT and the city of Springfield to move the center from rented quarters in an old building into a state-of-the-art facility on Chestnut Expressway just west of Broadway Avenue near downtown.

The TMC will help MoDOT and city traffic engineers better monitor traffic and change signal timing when needed. Permanent electronic message signs installed on freeways and major streets in Springfield will enable TMC staffers to get traffic information to drivers.

The center will help keep traffic moving and get it moving quicker when congestion occurs. Keeping drivers informed about conditions on the roads being monitored at the center will make the road and street system safer for all.

Bob Edwards  
417.895.7713  
[robert.edwards@modot.mo.gov](mailto:robert.edwards@modot.mo.gov)



### D8 at Work

**1. Walnut Grove Maintenance Worker Randy Dye compacts fill over a newly installed drain pipe underneath Greene County Route V in Ash Grove. Crews in many areas are replacing pipes in preparation for resurfacing or chip-seal work later this year.**

**2. Branson Senior Construction Technician Dusty Sears, right, prepares a daily activity report for a Safe & Sound bridge replacement on Route 76 west of Bradleyville. With him is Jefferson City Bridge Intermediate Structural Technician Mark Strzebonski, helping with bridge inspection.**

**3. Senior Community Relations Specialist Angela Eden, right, gathers information for a news release and other public outreach from Buffalo Area Resident Engineer Dennis Krenning. They are discussing a Safe & Sound bridge rehabilitation on Route 123 near Aldrich.**

**4. Installing a Martin Luther King Jr. memorial highway sign on West Chestnut Expressway (Route 266) following an NAACP-organized**



**dedication ceremony, are Sign Crew Intermediate Maintenance Workers Clint Eidson, in bucket, and Robert Fox. The signs, sponsored by state Sen. Bob Dixon, are placed near the road to Springfield-Branson National Airport's entrance.**

### Visitors Bureau Honors D8

by Angela Eden

Major projects in recent years that have improved traffic flow to and through Springfield have earned recognition for D8 from the Springfield Convention and Visitors Bureau.

District Engineer Kirk Juranas in February brought home the CVB's Diplomat Award, given to a “government official, organization or employee who has provided significant support to the travel industry.”

Work cited includes the four-laning of Route 13 north of Springfield and the four-laning of Route 65 to the Arkansas line. Also noted is the project to widen Route 65 to six lanes in Springfield due to be completed this year.

“MoDOT has done a great job of improving the roads in the Springfield area,” CVB President Tracy Kimberlin said. “Without good transportation to and from a destination, people will choose to go elsewhere.”

**Retiring in April:  
Sunshine Maintenance Crew Leader Juanita Goins**



# D9

## South Central

### District Tool and Equipment Challenge Winners

Winners for the 2010-2011 District Tool and Equipment Challenge were recently announced. This year’s innovations were required to fall within the emphasis areas of fleet reduction, litter pickup, striping, signing, mowing, or pavement maintenance.

Six district winners were submitted for inclusion at the innovations showcase. The showcase will only feature 15 entries this year, and after a review by the statewide evaluation team, four of D9’s innovations were selected for inclusion in the showcase.

**Trash Bucket**

This innovation keeps the top of the trash bag open, as employees pick up trash. The handle also makes it easier to carry as the bag fills.

**Spring-loaded Flags**

For this innovation, employees installed a spring on the screw that holds the flags on top of our signage to make them spring-loaded. This enables employees to fold the signs up or out simply by applying a little bit of pressure. The wing nut does not need to be tightened or loosened each time they are set up or taken down.

**Concrete Chute**

Employees built this concrete chute for pouring concrete inside tin horns. The chute allows employees to pour under the road inside the pipe without using a pump or carrying the concrete by hand.

**Litter Platform**

This innovation attaches to the back of a dump truck to allow an employee to pick up trash along the roadside while riding on the vehicle. The attachment quickly hooks over the tailgate of the bed.

Other district winners included:

**Tab Roller**

This innovation places tabs and rolls over them to increase adhesion.

**Oil Catch Box**

This asphalt oil catch box was designed to catch the extra oil trapped in the line between the distributor and the asphalt tank. The box allows the extra oil to drain into the box instead of on the ground or in a bucket. This oil is later added to material for use in fixing edge ruts.



Trash Bucket



Litter Platform



Spring-loaded Flags



Tab Roller



Concrete Chute



Oil Catch Box

### District 9 Holds Annual Employee Fair and Appreciation

Employees throughout the South Central District recently attended Annual Employee Fair and Appreciation

events. These celebrations were held in four locations throughout February and were focused on thanking employees

for their efforts throughout the year. Those attending heard presentations on the retirement and benefits programs, visited vendor booths, watched employee award presentations, played games for prizes and listened as District Engineer Tom Stehn shared D9’s many successes. “I look forward to this event each year as another opportunity to thank you for your contributions. The success of District 9 is a direct result

of the outstanding performance of employees like you,” said Stehn.

In addition, this year’s events offered employees and covered spouses the opportunity to have an onsite baseline physical. According to District 9 Safety and Health Manager Darren Petrus, the addition of the wellness visit was successful. “Unfortunately, only 25 percent of employees utilize the wellness benefit offered through Coventry. These programs are a great benefit to employees and are focused on prevention and interventions that reduce employee’s health risk factors. We believe that taking advantage of your wellness benefit can catch potential problems early and help you better manage your health.” More than 120 employees took advantage of this benefit.



Community Relations Manager Christi Turkleson discusses benefit options with Senior Human Resources Specialist Pam Griffin during the fair.



#### for more info

Community Relations Manager Christi Turkleson  
Phone 417.469.6203  
E-mail christina.turkleson@modot.mo.gov  
910 Old Springfield Road  
P.O. Box 220  
Willow Springs, MO 65793



# D10

## Southeast

### Help Keep Our Crews Safe

Work Zone Awareness Week April 4-8

With spring finally here, MoDOT crews and contractors are gearing up for a busy construction season. This means motorists will soon begin seeing progress as well as work zones. In an effort to encourage motorists to drive safely in work zones, MoDOT will participate in National Work Zone Awareness Week from April 4-8. To celebrate this week, the Southeast District has plans to get people throughout the district involved in a number of activities.

The Southeast District encourages people to participate in its first “Where in the District is Barrel Bob?” contest. Barrel Bob, constructed by Road Runner Safety Services, Inc., is a 10-foot-tall man made of orange construction barrels. Each day Barrel Bob will appear in a new location throughout the 14-county district. Photos of Bob will



be posted to both Facebook and Twitter. The first person to correctly identify Bob’s location will receive an orange Arrive Alive shirt.

D10 has also enlisted the help of area legislators by asking them to sport an orange “Arrive Alive” shirt for D10’s Work Zone Awareness Wall of Fame. Photos will be posted to our Flickr account and we will continue to add to



(above) Intermediate Maintenance Worker Marie Oldham is joined by her granddaughter, Jaylynn, and her youngest daughter, Chelsea, in a photo for D10’s Work Zone Awareness Wall of Fame. D10 wants to remind drivers that everyone wants to go home to their families at the end of each work day. (left) Maintenance Superintendent Lawrence Schumer films a public service announcement for Work Zone Awareness Week with the help of his grandchildren, Kellen and Mackenzie.

the wall throughout the week. Photos will also be posted at Facebook and Twitter.

“The final component of this celebration will be our public service announcements that will feature those who work on our roads each day and their family members,” said Community Relations Manager Nicole Thieret. “We have asked families to participate

in videos highlighting the importance of slowing down in work zones.”

To get involved, visit [www.modot.org/southeast](http://www.modot.org/southeast) and click on the Facebook or Twitter icons at the top of the page. If you already follow the Southeast District on Facebook or Twitter, continue to check those pages for upcoming announcements about Work Zone Awareness Week.

### Let’s Pick It Up

#### Get Involved in the 2011 ‘No MOre Trash!’ Bash

Now is the time for spring cleaning, and the Missouri departments of Conservation and Transportation are urging everyone to pitch in and pick it up!

“Litter is a problem, but if we all do our part, we can make a difference,” said Mark Aufdenburg, MoDOT Southeast District roadside management supervisor. “We are encouraging all of our Southeast schools, churches, civic groups and families to get involved this spring to make a difference on our roadways and communities.”

In 2010, more than 12,000 volunteers and other participants collected more



than 128,000 bags of trash and tons of other debris throughout Missouri. Many groups including Adopt-A-Highway volunteers, Department of Conservation staff and Stream Teams combined to make our roadsides, streams and other Missouri areas cleaner and more attractive.

Many others also participated in litter-prevention educational events. Please assist us by picking it up and making this year’s month-long Bash the best ever!

“We were lucky and thankful to have so much statewide enthusiasm and hard work last year, but we’d like to see even more participation in our district this year,”

Aufdenburg said. “We encourage anyone that is interested in helping out, to contact us and get involved. It will make such a difference.”

If you schedule your own cleanup or educational activity during the month of April to help spruce up Missouri, report your activity to receive a 2011 No MOre Trash! Bash lapel pin. Additionally, you will also be entered in a drawing to win a No MOre Trash Prize Pack. The departments will be happy to provide you with bags to stash the litter you clean up. Please go to [www.nomoretrash.org](http://www.nomoretrash.org) to report your April activity or send in the After-Activity Report card by May 15.

For more information on the April Trash Bash or to get trash bags, call 888-ASK MODOT (275-6636), or visit [nomoretrash.org](http://nomoretrash.org).

#### Recent Retirees



Roger Moyers retired Feb. 1, after 33 years with MoDOT. Moyers was a maintenance supervisor.



Oliver Heob retired Feb. 1, after 28 years with MoDOT. Heob was a senior maintenance worker.

**for more info**

Community Relations Manager  
Phone  
E-mail  
  
2675 N. Main Street  
P.O. Box 160  
Sikeston, MO 63801

Nicole Thieret  
573.472.6632  
[nicole.thieret@modot.mo.gov](mailto:nicole.thieret@modot.mo.gov)



# Connections

The mission of *Connections* is to be a monthly source of Missouri Department of Transportation news and feature articles that connect employees statewide. It is distributed to MoDOT employees and retirees.

**Community Relations**  
Missouri Department of Transportation  
P. O. Box 270  
Jefferson City, MO 65102  
573.751.2840  
[www.modot.org](http://www.modot.org)  
1-888 ASK MODOT

**Editor**  
Laura Holloway

**Design Coordinator**  
Dennis Forbis

## Comments & Suggestions

We would like to hear from you. Send comments and suggestions to Laura Holloway, editor  
573.751.5985  
[Laura.Holloway@modot.mo.gov](mailto:Laura.Holloway@modot.mo.gov)

Additional copies are available upon request. Suggestions, questions and comments are always welcome.



Please share this publication and recycle it after reading.

## Mission

*Our mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri.*



Missouri Department of Transportation  
Community Relations  
105 W. Capitol Avenue  
Jefferson City, MO 65102

Return Service Requested

PRSRT STD  
U.S. POSTAGE  
**PAID**  
PLATTEVILLE, WI  
53818  
PERMIT NO. 124

# A Vision for Remembrance

Memorial contributions continue to grow as the Transportation Employees Association of Missouri seeks approval of a design for the Fallen Workers Memorial on the grounds of the Missouri Capitol.

“This memorial is going to be built in the near future,” said Archie Daily, president of TEAM. “Our first design wasn’t quite what the Capitol building and grounds committee was looking for,” he said, “so we’ve revised it a bit and we’re going back to the table with a new look.”

The association officers approved the revised design, which eliminates the granite and polished stainless steel eye-

beams in the original drawings, at their Jan. 29th meeting in Jefferson City.

More than \$72,000 has been raised for the memorial for fallen highway workers through a variety of fundraisers and charitable donations. Most recently, employees created and sold all of the 800 cookbooks they had printed which feature recipes from MoDOT employees, friends and family. The proceeds of \$6,659 were added to the memorial account.

The last two years in a row, Jim Feeney and his wife Theo walked more than 90 miles on the Katy Trail from Weldon Spring to Jefferson City. Sweeney is a maintenance crew leader in the St.

Louis District. The two trips combined have raised \$3,000 for the cause.

Kris Sandgren, maintenance crew leader for MoDOT from Springfield took three weeks of his summer vacation to ride his bike from Washington State to Jefferson City last July, raising more than \$5,000 for the memorial.

In both 2009 and 2010, MoDOT employees organized a statewide Ride for Remembrance. Employees from all over the state took a Saturday in June to ride motorcycles or drive classic cars or anything they wanted to a central location in Jefferson City where they shared food and fun. Together the two events raised more than \$21,000.

MoDOT employees have arranged for portions of St. Louis Cardinal’s baseball ticket purchases to be donated to the memorial. They have also hosted countless bake sales, lunches, raffles, car shows and other fundraising activities to get the dollar figure where it is today. The original estimate for the cost of the memorial was around \$94,000.

“We are getting really close,” says Daily.

Donations can be made to:  
Fallen Workers Memorial  
c/o District 7 Highway Credit Union  
3901 E. 32nd St., Suite A  
Joplin, MO 64804  
Attn: Dave B. Taylor

# Bluetooth Technology Helps MoDOT Manage Work Zones

by Linda Wilson

Work zones on rural sections of Missouri’s interstates present a challenge, especially when those work zones are close to urban centers with increasing volumes of traffic. MoDOT engineers are challenged balancing the work zone hours with the time of day to have less than a 15-minute motorist delay.

In 2010, District 6 applied a new tool to the difficult issue of construction work zone management: a portable system used to detect devices in vehicles using Bluetooth technology that dynamically calculates and generates travel times.

The system uses two stations – one at the start and one at the end of a roadway segment targeted for measurement. Each station has an antenna and solar power wired into a small box that can be mounted to a light or sign post near a roadway. The antenna picks up Machine Access Code addresses from portable or on-board vehicle devices using Bluetooth technology that come within approximately 250 feet from the

station. The station tags the MAC with a timestamp and transmits the info to a central server. The server constantly analyzes the incoming data for matching MAC’s, and once a match is recognized, the difference in timestamps provides a travel time.

The system was first used by District 6 Traffic to analyze in real-time the performance of detour routes during planned interstate lane closures and to collect travel time data along corridors.

One location where the system proved its worth was a work zone on MoDOT’s Interstate 55 and Route M project in Jefferson County. The project is widening I-55 to three lanes in each direction from Route M to Route Z. It is a section of interstate with an average daily traffic of 60,650 vehicles and is a somewhat rural section of interstate entering the urban area of St. Louis.

“With the Bluetooth system, we could pick up 40 to 50 vehicles in an hour, giving us a better picture of what the

travel times and speed were in the work zone,” said District 6’s South County/ North Jefferson County Area Engineer Kristy Yates.

The Bluetooth system provides details via a web browser to estimate traffic congestion. MoDOT inspectors could have data-driven discussions with the contractor to determine what time each day the work zone needed to be picked up to keep the work zone delay time under 15 minutes. It saves MoDOT time in driving the work zone and simplifies discussions with the contractor.

“The Bluetooth system is real-time work zone information,” said Yates. “We used the information for the changeable message signs warning drivers of the work zone. When the Bluetooth information reached a certain delay amount, the signs could instantly be changed to share that information. After the installation of the system, we did not have any fatal accidents and the delays stayed at or less than 15 minutes.”

The Bluetooth data was also used to analyze the best time to target speed enforcement. “We noticed drivers were slowing down before the work zone, but once they were inside the work zone by our workers they were driving 70 mph again,” said Yates. “We picked the worst hours and hired enforcement to be stationed inside the work zone to catch these offenders.”

The cost of a dynamic solar powered Bluetooth system is approximately \$13,000 for two stations, and approximately \$10,000 for a non-dynamic battery-powered system used only for travel-time studies. District 6 Traffic was able to show the favorable benefit-cost of the systems compared to data accuracy plus staff and equipment time, and has recently completed purchase of two non-dynamic systems. MoDOT will use job special provisions on contracts to include the Bluetooth system on other critical work zones in the St. Louis region.